

May 15

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Thalia. Georges, 10,000 lbs. cod, 4000 lbs. halibut.

Sch. Lelia E. Norwood, Georges, 18,000 lbs. salt cod, 24,000 lbs. fresh cod, 18,000 lbs. halibut.

Sch. Frances P. Mesquita, Brown's Bank, 80,000 lbs. fresh fish (went to Boston.)

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.50 per cwt. for large, \$3.75 for medium; trawl Georges cod, \$4.25 for large, \$3.50 for medium; trawl Bank cod, \$3.63 1-2 for large, \$3.37 1-2 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of LaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; haddock, \$1.00; hake, 85 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Rips cod, \$4.50 per cwt. for large, \$3.75 for mediums and \$2.25 for snappers.

Fresh halibut, 7 cts. per lb. for white and 5 cts. per lb. for gray.

Vessels Sailed.

Sch. Ellen C. Burke, shacking.

Sch. Arkona, fitched halibuting.

Sch. Kineo, Georges, halibuting.

Sch. William H. Cross, Rips.

Boston.

Sch. Stranger, 14,000 haddock, 1000 cod. 800 hake.

Sch. Isaac Collins, 1000 haddock, 11,000 cod, 13,000 halibut.

Sch. Alice M. Guthrie, 10,000 haddock, 3000 cod, 2000 cusk.

Sch. Harmony, 3000 haddock, 51,000 cod, 45,000 hake, 1000 cusk, 2000 halibut.

Sch. Joseph H. Cromwell, 30,000 haddock, 20,000 cod, 25,000 hake.

Sch. Manbasset, 55,000 haddock, 25,000 cod, 5000 hake, 30,000 cusk, 1500 halibut

Sch. Henrietta G. Martin, 20,000 haddock, 8000 cod, 2000 halibut.

Sch. Boyd and Leeds, 17,000 cod.

Sch. Catherine D. Enos, 5000 haddock, 3000 cod.

Sch. Thomas Brundage, 19,000 cod.

Sch. Flayilla, 13,000 haddock, 1000 cod, 3000 hake.

Sch. Frances P. Mesquita, 40,000 haddock, 23,000 cod, 15,000 hake, 3000 halibut.

Sch. Sea Fox, 10,000 haddock, 2500 cod.

Sch. Nellie Dixon, 3000 fresh mackerel.

Haddock, \$1.50 to \$2.50; large cod, \$2 to \$2.25; market cod, \$1.75 to \$2; hake, 75c to \$1.50; cusk, \$1.30 to \$1.50.

Fishing Fleet Movements.

Sch. Harry A. Nickerson was at Canso on Thursday.

Schs. W. E. Morrissey, Olga, Elmer E. Gray, Gladstone, Matchless, Valkyrie and John L. Nicholson passed north by Port Mulgrave on Thursday, and schs. Annie M. Parker and Lewis H. Giles passed south the same day.

Sch. Volant was at Canso, N. S., on Friday.

Schs. Onato, Richard Wainwright, Joseph W. Lufkin and Fanny Belle Atwood sailed from Canso on Friday.

Schs. Tacoma, Selma, Fanny Belle Atwood, Maggie and May and Richard Wainwright passed north by Port Mulgrave on Friday.

Sch. Senator was at Port Mulgrave on Friday to land a sick man.

SCHS. GILES AND PARKER HOME.

Came from Bay of Islands with Frozen Herring.

WERE FROZEN IN ALL WINTER.

Encountered Great Ice Field on Passage Home.

After being imprisoned all winter in the heavy ice pack at the Bay of Islands, N. F., schs. Lewis H. Giles of this port and Annie M. Parker of Boston arrived at this port this morning with their cargoes of frozen herring.

Capt. Dominick Arsenault of the Giles was seen by a TIMES representative as he went to the custom house to enter his cargo. He said that after the vessels were caught by the ice the last January, there was nothing to do except to make everything secure and prepare for a long, hard, tedious winter. Although the winter was the most severe experienced at Newfoundland for almost 50 years, the ice situation in the bay was not as bad as it might have been, owing to the great amount of snow which fell and which kept the ice from freezing as much as it otherwise would have done. As it was, it was bad enough, for the ice pack in many places was fully nine feet in thickness.

The attempt to get the cargo of the sch. Lewis H. Giles to Birchy Cove and thence to sch. Golden-Rod, which was at Port au Basques in waiting to bring it home, was frustrated by the heavy snow, which first of all blocked the railroad and also made travelling across the ice and at Birchy Cove almost impossible. The fall of snow was unprecedented and sufficient to place an embargo on all methods of travelling.

Learning wisdom by experience the people at Birchy Cove were not caught napping, and a goodly store of provisions was laid in for the season which they felt was coming when they would be practically cut off from the outside world, and when the train and telegraph service was finally in a state of innocuous desuetude, they were well fortified to stand the enforced maroonment for a long period, and there was plenty for all and none were in want.

On board the imprisoned vessels all went well. The time hung heavily, but they had plenty of supplies and fuel, and stood their ice-enforced embargo all right, through the many fierce storms, gales and cold snaps which followed with marked frequency.

Two weeks ago last Sunday, the ice, which had been showing signs of breaking up in the bay for several days, broke sufficiently to show patches of clear water, and anxious to lose no time, the Giles made a bold dash for home with all sail set. But the ice was not yet ready to let its prisoners free without a struggle, and when out in the gulf a little way she was once more in its grasp, and forced back and again frozen in.

After a week, however, the power of the ice king was lessened perceptibly, and on May 7, the Giles was once more got under way and started on the homeward journey. Once out in the Gulf of St. Lawrence, Capt. Arsenault decided to take no chances with the ice pack along shore to the southward, which was in plain sight, but headed broad off toward the middle of the gulf and kept clear of it. When the wind favored, the vessel was then headed

down for the narrow passage between Cape Ray and Cape Breton Island, and the ice was successfully evaded until when 30 miles broad off Cape Anguille the pack was met.

The Giles attempted to press through it, but instead was caught in its embrace and carried first in shore and then helplessly toward St. Pauls island. Here four steamers were sighted also caught in the ice to the eastward, and one of them signalled the Giles by blowing her whistle. With the floe of the Giles was then forced back to Bird Rocks, and there, after being three days at its mercy, the ice floe released its grasp and the Giles was once more free.

The wind coming once more free, Capt. Arsenault tried to drive his craft to the southward of the Magdalenes, but found the course blocked with heavy ice, so retraced his course and came around to the northward of this group of bait-producing islands, and thence without farther ice interference, made the Strait of Canso, and last Thursday came by Port Mulgrave.

The rest of the passage was without incident and Capt. Arsenault brought his craft safe home after her long icy voyage without accident or marine mishap. She brings 1000 barrels of frozen herring and 100 barrels of salt herring, which will be put in the freezer.

Fishermen Must Become Politicians.

"The fishermen must become politicians," says the Pacific Fisherman, editorially. "They must give the Legislature distinctly to understand that their industry in Alaska and the states of Washington, Oregon and California represents an investment of \$50,000,000, employs over 4200 people, and turns out \$28,000,000 worth of produce every year." Yes, indeed, and as much again or more on this side the continent, and yet fisheries legislation remains at the tail end of the procession. It is natural. There is nothing in fish to interest the average politician.—Fishing Gazette.

Newfoundland Seal Fishery a Failure This Season.

The Newfoundland seal fishery for the season was completed on May 5, the last steamer returning to port on that day. The total catch of the entire Newfoundland sealing fleet of 22 steamers for the 1905 season aggregated 170,000 seals. This was the smallest catch for the past ten years. The incoming steamers reported enormous ice floes and icebergs off the coast.

ROWED IN.

Two of Crew of Sch. Nellie Dixon Bring In Boat and Seine.

Two of the crew of sch. Nellie Dixon of Boston arrived here this forenoon in that vessel's seineboat. The vessel was bound into Boston last night, and as her seine was badly torn, it was put into the boat, when the vessel was off in the bay near here, and two of the crew were detailed to row ashore at this port to have it put in the loft and repaired, so that no time would be lost. It came in foggy afterward, and the men had quite a row but arrived here at 10 o'clock this forenoon.

Record Pearl Season.

The official reports of the season's working of the Ceylon pearl fisheries show that it has been a record year. The government's profits will amount to \$830,000. Last year the Ceylon government's profits amounted to \$350,000, which was itself a record. The system of dividing the proceeds from the oyster beds is that the government takes two-thirds and the native divers one.

May 16

May 16

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80 May 16

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Wm. H. Rider, Georges, 25,000 lbs. cod.
Sch. Harmony, via Boston, 60,000 lbs. fresh fish.
Sch. Joseph H. Cromwell, via Boston, 70,000 lbs. fresh fish.
Sch. Frances P. Mesquit, via Boston, 80,000 lbs. fresh fish.
Sch. Lewis H. Giles, Bay of Islands, N. F., 1000 lbs. frozen herring, 100 bbls. salt herring.
Sch. Annie M. Parker, Bay of Islands, N. F., frozen herring.
Sch. Smuggler, south, seining, 2100 large fresh mackerel.
Sch. Annie Greenlow, south seining.
Sch. Norumbega, south, seining, 1500 large fresh mackerel.
Sch. Shenandoah, south, seining.
Sch. Grayling, south, seining, 900 large fresh mackerel.
Sch. Harvard, south, seining, 2100 large fresh mackerel.
Sch. Kentucky, south, seining, 2500 large fresh mackerel.
Sch. Norma, south, seining, 500 large fresh mackerel.

Vessels Sailed.

Sch. Alcina, Rips.
Sch. Vesta, Rips.
Sch. Masconomo, Georges, halibuting.
Sch. Annie M. Parker, Boston.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

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Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of LaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; haddock, \$1.00; hake, 85 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Rips cod, \$4.50 per cwt. for large, \$3.75 for mediums and \$2.25 for snappers.

Fresh halibut, 7 cts. per lb. for white and 5 cts. per lb. for gray.

Fresh mackerel, 14 1-2 cents each.

Boston.

Sch. Sylph, 20,000 cod.
Sch. Etta Mildred, 28,000 haddock, 17,000 cod.
Sch. Oliver F. Kilham, 12,000 haddock, 500 cod, 500 hake.
Sch. Dido, 10,000 haddock, 4000 cod, 300 pollock.
Sch. Louisa Cabral, 10,000 haddock, 8000 cod.
Sch. Nettie Franklin, 16,000 cod, 14,000 cusk.
Sch. Ida S. Brooks, 10,000 haddock, 200 cod.
Sch. Rose Cabral, 15,000 haddock, 2000 cod.
Sch. Mattie Brundage, 15,000 haddock, 15,000 cod.
Sch. Mary Edith, 10,000 haddock, 8000 cod, 3000 hake.
Sch. John M. Keen, 2200 cod.
Sch. Mary C. Santos, 16,000 haddock, 19,000 cod.
Sch. Speculator, 9000 mackerel.
Sch. Rapidan, 11,000 haddock, 5000 cod, hake.
Haddock, \$1.25 to \$1.50; large cod, \$2; market cod, \$1.75; pollock, 75 cts.

Fishing Facts and Fancies.

Louis Masciola, a fisherman of San Pedro Cal., caught recently in his nets the most brilliant specimen of fish ever found in those waters. The fish, herring shaped, weighed 75 pounds. Its sides were a brilliant blue, marked with circular spots of white and washes of green, gold and carmine. Its fins, dorsal, caudal, ventral and pectorals, were a lurid crimson. When taken from the water dripping with the ocean's brine, it sparkled

May 16

and glowed like a mammoth opal. It was classified by a Los Angeles scientist as the lampiris guttatus, or opha, known in the southern seas, but never before heard of in that part of the ocean. The specimen is being mounted.

C. G. Kuennen of Grand Rapids, Mich., caught recently what is supposed to be the largest trout ever taken in Michigan waters. The trout was taken by hook and line in the Pere Marquette river. It measured 30 inches and weighed 14 pounds. It took two hours to land him, while going up and down stream for three miles.

Another whopping big rainbow trout was recently taken in Waikaremoana Lake, New Zealand. It weighed 16 pounds 5 ounces. A baker's dozen catch of the same species footed up 91 pounds. The success of artificial propagation work in New Zealand waters has been amply demonstrated.

MORE MACKEREL FARES.

Three More Seiners at New York with Good Trips.

Several of the Netting Fleet Also There.

A special to the TIMES from its New York correspondent gives the following arrivals at Fulton Market this afternoon:

Seiners.

Sch. Arcadia, Capt. Geoffrey Thomas, 6000 large fresh mackerel.

Sch. Leander F. Gould, Capt. Alex McCloud, 2500 large fresh mackerel.

Sch. Mary P. Mosquita, 3800 fresh mackerel.

Netters.

Sch. Lafayette, 700 fresh mackerel.

Sloop Defender, 700 large fresh mackerel.

Sch. Sarah C. Wharf, 1000 large fresh mackerel.

Steamer Princess, 1000 large fresh mackerel.

Sch. Evangeline, 700 large fresh mackerel.

Sch. Widgeon, 700 large fresh mackerel.

THE HERALD AND THE NEWFOUNDLAND BAIT ACT.

That very patriotic sheet, the Boston Herald, got in another dig at the American fisheries yesterday, and incidentally did not forget to put its best foot forward for Newfoundland. It appears that the Herald has just got hold of a copy of the recent act respecting foreign fishing vessels which the Newfoundland parliament has enacted and which was published in full in the TIMES a month ago. The bill referred to is the famous bait exclusion decree of Premier Bond. The Herald quotes from this document and then at the close gives utterance to the following editorial thoughts:

"The implication of the above is that the government of Newfoundland does not propose to have American fishermen come to the coast of Newfoundland except for the provided treaty rights—that is, to dry and cure fish in any of the unsettled bays, harbors and creeks of the southern part of the coast or on the coast of Newfoundland, to repair damages and to purchase wood and obtain water.

"These are the five permissible reasons that American fishermen can urge for going within three maritime miles of the shores of Newfoundland. The first two are, under existing fishing methods, entirely needless. Wood is no longer used for fuel on fishing vessels, hence seeking harbor for the purpose of repairs and

May 16

obtaining a fresh supply of water, with the possible addition of seeking shelter in case of a storm, are the only reasons why American fishing vessels should go within three nautical miles of the shores of the colony of Newfoundland.

"Of course this does not apply to commercial vessels, but only to vessels sailing under a fishing license. The former class can, under the general commercial agreement that we have with Great Britain, enter the ports of Newfoundland for the purpose of obtaining or purchasing cargoes, but the frozen herring trade, as carried on by fishermen and the procurement of fresh bait are no longer to be enjoyed.

"But as, according to Gloucester authorities, these formerly granted concessions are worth nothing, there will be no reason now why fishing vessels hailing from Gloucester should do more in making their voyages than go within sight of the coast of Newfoundland, for if by any reason they are captured within the three-mile limit, there will be apparently no excuse except an intention on the part of the captain of the vessel to violate the law which the Parliament of Newfoundland has just enacted.

The last sentence in this argument would seem to show that the Herald is somewhat of a believer in old time western justice of hanging a man first and trying him afterward. According to the Herald's position, it would seem that it thinks that the party should be adjudged guilty at the start and that the burden of the proof of innocence must rest with the accused.

FOR CAPE SHORE TRIP.

Many Seiners Arrive Home from South To Fit.

FEW FARES ARRIVE AT NEWPORT

Sch. Speculator Has a Fine Trip at Boston.



Since the last report, several of the southern seining fleet have arrived home to fit for the Cape Shore. Most of them have small lots of fresh mackerel, from 1000 to 2500 fish, which were taken on the way home, between Shinnecock and Montauk, and which sold to the Gloucester Fresh Fish Company, W. E. Dennett and Frank Stevens at 14 1-2 cents each. The vessels include Smuggler, Norumbega, Annie Greenlaw, Shenandoah, Grayling, Norma, Harvard and Kentucky. Many others of the fleet are expected today and tomorrow.

At Newport yesterday afternoon, sch. Miranda, Capt. Edward Morris, arrived with 50 barrels of fresh mackerel, sch. Golden Rod, Capt. Norman Ross, with 40 barrels, and sch. Lottie G. Merchaut, Capt. Christopher Carrigan, with 1600 fresh mackerel in count.

The weather at Newport yesterday afternoon was a regular dunce of fog and several vessels were there awaiting a chance to sail

May 16

for this port and the Cape Shore. The weather there had been very foggy since Sunday. The captains of the seiners out there reported that the prospect of fish off there was pretty good, but that most of the fleet had made up their minds to go to the Cape Shore. Quite a few of the fleet had already gone over the shoals. Fish sold there yesterday at 14 1-4 cents each.

At Boston, yesterday afternoon, sch. Ingomar, Capt. Wallace Parsons, arrived with 8000 large fresh mackerel which sold at 16 cents each. The vessel is now bound down here to fit for the Cape Shore. Capt. Parsons reports getting his fare on Saturday between Shinnecock and Montauk. The fish were in small schools and Capt. Parsons set nine times to secure his trip. The Ingomar had two barrels of salt mackerel in addition to her fine fresh fare. The former sold to the Gloucester Mackerel Company.

This morning sch. Speculator, Capt. William Corkum, is at T wharf with a fine fare, 9000 large fresh mackerel, which were taken in the same locality where the Ingomar secured hers. The fish brought 16 cents each this morning.

The vessels at Newport yesterday report no body of fish, but small schools. The fleet are strung out from New York to 15 miles south southeast of Block Island. The fish are running from 65 to 70 to an ice barrel.

Sch. Lottie G. Merchant, Capt. Christopher Carrigan, was at Newport yesterday afternoon with 1600 large fresh mackerel in count.

May 17

Mackerel Notes.

Schs. Lucania, Claudia, Faustina, Lena and Maud, Patrician, Mary E. Harty and Victor arrived from south this morning to fit for the Cape Shore.

Schs. Speculator and Ingomar will now fit for the Cape Shore.

Sch. Arthur Binney of Boston is at this port all fitted for the Cape Shore.

Sch. Hattie A. Heckman has fitted for Cape Shore seining under command of Capt. Freeman Decker.

Sch. Gypsy Maid was at New Bedford yesterday afternoon with 120 large fresh mackerel the first mackerel arrival there this season.

Sch. Monitor was at Newport yesterday with 1000 large fresh mackerel.

At Boston yesterday sch. Lucinda L. Lowell, Capt. Douglass McLean, had 4700 large fresh mackerel and 24 barrels of salt mackerel. The fresh mackerel brought 16 1-2 cents each.

Fresh mackerel brought 15 1-2 cents each here yesterday.

There were 666 barrels of fresh mackerel at Boston from Newport yesterday.

At New York yesterday afternoon sch. Actor (netter) had 1600 large fresh mackerel instead of 160 as previously reported, and the seiner George Parker, Capt. Rufus McKay, had 2500 large fresh mackerel.

NETTERS AT NEWPORT.

Several Boats Reported There Yesterday Afternoon.

The following netters were at Newport yesterday afternoon:

Sloop Dart, 100 large fresh mackerel.
Sch. Lizzie Foster, 50 large fresh mackerel.
Sloop Briganza, 70 large fresh mackerel.
Sloop Olive M., 100 large fresh mackerel.
Sch. Jessie, 200 large fresh mackerel.
Sch. Lewie Warren, 100 large fresh mackerel.

Sloop Olga, 70 large fresh mackerel.
Sch. Emma W. Brown will now fit for mackerel seining under command of Capt. William Welch.

May 17

TOOK FISH FROM BIRDS.

Two Nova Scotia Fishermen Have Terrible Experience.

Three Days in Boat and Seven Days on Ice Floe.

James Bartlett and William Merritt, two of the crew of the Newfoundland fishing sch. Excelda, were landed at North Sydney, C. B., yesterday, by the French fishing schooner Leon Emile, having been picked up 60 miles off Scatterie by the latter vessel after a terrible experience of five days in an open boat and for seven days on an ice field. The men were badly exhausted and frost-bitten when rescued, but had practically recovered when port was reached.

The men left their vessel April 29 in a dory to look after the trawls. A dense fog set in and when they attempted to return to the schooner they were unable to find her. For three days they rowed about in search of the vessel, but without success. Then they started out in an effort to reach land, and two days later they reached the great field of ice floes 60 miles off Scatterie.

They pulled their dory up on a huge cake and went to sleep. Aroused by a violent motion, they found that the waves had reached their boat and were washing it to another floe. They pulled the dory over the ice for a distance of half a mile, to a point where the field was solid, remaining there for five days without sighting any vessel. The weather was intensely cold much of the time, and their food rapidly became exhausted, so that their suffering was severe.

Everything combustible in the dory was burned at different times in order to make fires to warm themselves and cook fish. The men had nothing but the fish in their trawl to eat, and after a few days these were gone.

Left without food they wandered about in desperation until they chanced to see some birds which had caught fish and were devouring them on the ice. Chasing the birds away they seized the fish, already half eaten. Several times they resorted to this expedient, and thus kept themselves alive.

During the afternoon of May 9, the men saw a sail in the distance. They started to drag the dory in her direction, but again a heavy fog settled down and hid her again from view.

The weather moderated and it began to rain. That night the men slept on the ice beneath their overturned dory. The next day the fog cleared and the vessel was seen again, much nearer. Hauling their dory along, the men reached the edge of the ice field. They succeeded in attracting the attention of the crew of the vessel, which proved to be the French schooner Leon Emile, and they were taken aboard her.

WAITING FOR ICE TO MOVE.

Sixty Vessels Delayed in Fishing at Magdalene Islands.

Sch. Massachusetts, which was at Meat Cove, C. B., Saturday, reports 60 sail of fishing vessels baited at Magdalen Islands and waiting for the ice to move off shore so as to begin fishing operations.

Towed to Rockport.

Sch. Lewis H. Giles was towed to Rockport this morning where her cargo of frozen herring will be put in the freezer.

May 17

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Lucania, south, seining.
Sch. Lena and Maud, south, seining.
Sch. Claudia, south, seining.
Sch. Mary E. Harty, south seining.
Sch. Faustina, south, seining.
Sch. Patrician, south, seining.
Sch. Victor, south, seining.
Sch. Speculator, via Boston, 4 bbls. salt mackerel.
Sch. Arthur Binney, via Boston.
Sch. Stranger, via Boston.

Vessels Sailed.

Sch. Quannapowitt, shacking.
Sch. Harvard, seining.
Sch. Ellen F. Gleason, shacking.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.50 per cwt. for large, \$3.75 for medium; trawl Georges cod, \$4.25 for large, \$3.50 for medium; trawl Bank cod, \$3.62 1-2 for large, \$3.37 1-2 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of LaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; haddock, \$1.00; hake, 85 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Rips cod, \$4.50 per cwt. for large, \$3.75 for mediums and \$2.25 for snappers.

Fresh halibut, 7 cts. per lb. for white and 5 cts. per lb. for gray.

Fresh mackerel, 15 1 2 cents each.

Boston.

Sch. Dorothy, 200 haddock, 16,000 cod, 200 pollock.

Sch. Valentinna, 1000 haddock, 15,000 cod.

Sch. Annie Perry, 10,000 haddock, 23,000 cod.

Sch. Walter P. Goulart, 12,000 haddock, 12,000 cod, 2500 hake, 4000 cusk.

Sch. John M. Keen, 11,000 cod.

Sch. Genesta, 8500 haddock, 1000 cod, 300 hake.

Sch. Julia Costa, 15,000 haddock, 5000 cod.

Sch. Sachem, 2000 cod.

Sch. Marian, 6000 cod.

Sch. Harvester, 5000 haddock, 7000 cod, 1000 hake, 3000 cusk, 1500 halibut.

Sch. George E. Lane, Jr., 19,000 cod.

Sch. Philip P. Manta, 10,000 haddock, 2000 cod.

Sch. George H. Lube, 5600 cod, 20,000 hake, 4000 cusk.

Haddock, \$3 to \$4; large cod, \$2 to \$2 10; market cod, \$1.50 to \$1.75; hake, \$1.50; pollock, \$1.

Fishing Fleet Movements.

Schs. Edwin B. Holmes, Ella G. King, A. T. Gifford and Matthew Kearny were at Provincetown from Georges yesterday for a second baiting.

Netters at New York.

Sch. Actor with 100 fresh mackerel and sch. A. C. Newhall with 500 fresh mackerel are at New York today.

Drifters Doing Well

Several of the Rips drifting fleet were at Boston yesterday afternoon with fine fares, from 20,000 to 30,000 pounds of fish, having been out about a week.